

COUNTRY

REPORT NO.

Puctnitz Airfield

25X1A

EVALUATION see below

PLACE OBTAINED

25X1C

DATE OF CONTENT 27 May to 6 June 1952

DATE OBTAINED

25X1

DATE PREPARED 13 August 1952

REFERENCES

25X1A

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. On 27 May between 1 and 7 p.m., Puctnitz airfield was observed from its southeastern and southern sides. Eight MIG-15s were parked in the southern section of the field.

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Three MIG-15s were observed in the northern section of the field. At 3:25 p.m., a twin-engine transport took off heading southeast. At 6 p.m., a biplane was observed taking off and heading south. About 500 meters northeast of Kooppen Hill, there was a small house on wheels and beside it a radio truck. Six tank trucks were observed in the southern section of the field.

2. Source was observed from Ribnitz that intensive flying by MIG-15s started at 7:45 p.m. The first MIG-15 took off at 7:45 and landed at 7:49 p.m. Other take-offs were made at 7:50, 7:54, 7:58, 8:02, 8:25, 8:30 and 8:38 p.m. Some MIG-15s had auxiliary fuel tanks which were fitted close to the wings and projected slightly beyond the leading edges of the wings. Some MIG-15s had a vertical rod under their right wing between the right wingtip tank and the fuselage. This rod pointed downward and had a small crossbar at its lower end. (2)
3. At nightfall, the lighting facilities at the field were switched on. Dim lights were on both sides of the runway. The aircraft had set position lights which apparently blinked. Shortly before touching ground, the planes were illuminated by a searchlight which was located south of the runway. The searchlight was turned off immediately when the planes touched ground. When coming in to land, some planes gave white flash signals with a landing light, whereupon the searchlight at the field radiated a dim blue light. Some planes came down as if to land, but did not touch ground and zoomed away. Take-offs were observed in the darkness at 8:45, 8:50, 8:54, 9:00, 9:03, 9:06, 9:50, 9:55, 9:58 and 10:03 p.m. Thirteen more take-offs were made up to 11:30 p.m. and an additional 8 take-offs were made by 0:15 a.m. when flying was discontinued.

CLASSIFICATION

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4. Up to 11 a.m. on 28 May, there was no flying in rainy weather. The visibility was poor. Truck [ ] loaded with wooden poles. 3 meters long, entered to the field and moved to the southern border of the field where one pole each was dropped at intervals of about 10 meters. (3)

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5. On 6 June, source observed that 50 to 60 jet fighters [ ] were parked at Puetnitz airfield. (4) Five hangars were also observed there. There was intensive flying in formations of 3 to 6 planes.
6. On 6 June, intensive air activity by jet fighters was observed at the field. (5)

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(1)

- (2) This device on a MiG-15 is reported for the first time. It is believed to be electronic measuring instrument.
- (3) The poles are probably for the construction of a fence. Previously, Puetnitz was one of seven occupied airfields in Eastern Germany which were not yet surrounded by a fence.
- (4) Previous sources also observed up to 60 MiG-15s at the field. This indicates that, in early June, the field was occupied by two fighter regiments which was also confirmed by another source. Each regiment is probably equipped with about 30 MiG-15s as all the other fighter regiments of the Twenty-Fourth Air Army.
- (5) The report does not contain new information but only confirms that the field is still occupied by two fighter regiments.

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